

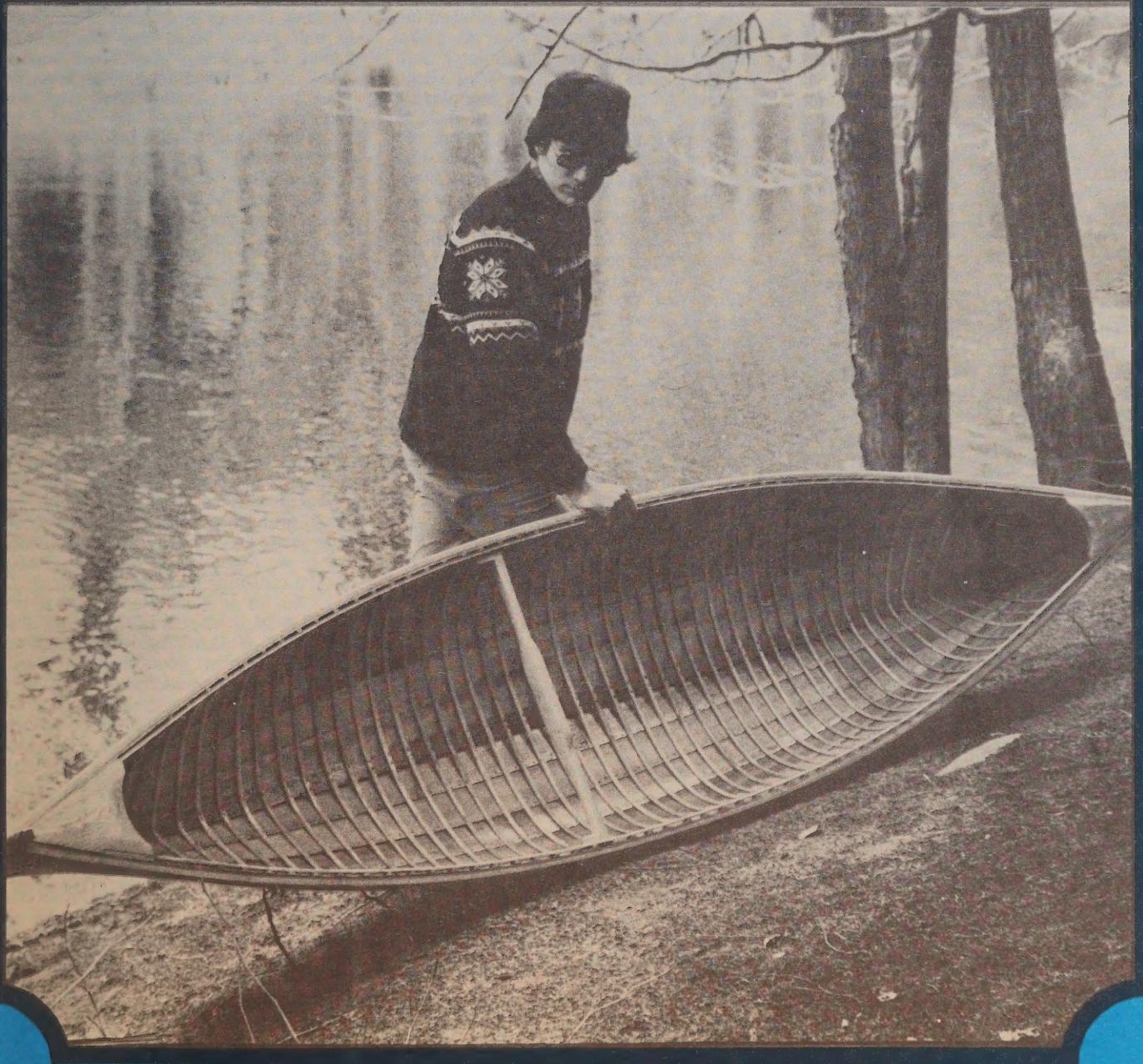
Twice a Month



messing about in **BOATS**

Volume 1 - Number 13

November 15, 1983





Commentary



BOB HICKS

messing about in BOATS

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.

Our Next Issue

... will go into the mail around November 15th. Subscriptions received before that date will begin with Issue #14 unless otherwise requested. Subscriptions can be ordered starting with Issue #4 if desired. Issues #1, #2 and #3 are out of stock.

In the Next Issue

... we will have a feature report on sliding seat rowing's big event in this area, the Head of the Charles racing on October 24th, where over 700 racing shells, one, two, four and eight person sizes, men and women, youth and veteran, put on quite a show for thousands of onlookers lining the three mile course on the Charles River in Boston. We'll also have news of a rowing trip along the Maine Coast, a replica Gar Wood Speedster now in limited production, a report on a gathering of traditional sail vessels in Essex, Connecticut, the second installment of the In Search of a Camper/Cruiser. Sounds like that'll fill up Issue #14 pretty well.

On the Cover

... Kevin Martin of Epping, New Hampshire with one of his earlier traditional wooden canoes, feature story on pages 4 and 5.

In this issue you'll find another report from Chuck Sutherland on sea kayaking. Chuck is energetically promoting the pleasures and adventures to be had from using sea kayaks. His extensive travelling along the New England coast in search of new and interesting kayaking is the most adventurous small boating that we have personally come into contact with. Adventurous in the sense of going out "exploring" for new places. Chuck happens to like kayaks, and these craft are particularly suited to the sort of thing he wants to do. Put the boat on the car roof, drive to the chosen spot, load up basic overnight gear, and paddle off to see what will be experienced.

Chuck and his friends are not the only such adventurers, we have friends who have extensively done the coast of Maine and its countless islands for a couple of years in a Folbot double. They have told of the enjoyment to be had in small boat cruising of this sort. Aaron Glazer and Ann Humphrey prefer to call it "small cruising" and Aaron has become something of a specialist in organizing gear and supplies for such outings, self-sufficiency without bulk.

Aaron and Ann usually go alone, Chuck often has companions along. It doesn't matter, either way, the experience is absorbing. And, it need not be the province of kayaks alone. Any small seaworthy craft can serve the purpose. If not a roofter, then trailerable. A larger, sailing craft, might be less handy to transport and launch than a kayak, and perhaps less able to get into the trickier spots, and surf, but it can also be easily beached and will carry more

comprehensive gear. Also, one can move about in a bigger small boat.

Camper/ cruising, in short, can be enjoyed in a variety of small boats. The paddler, rower and sailor each can find a craft that will provide this sort of adventure, the small adventure I mentioned in an earlier issue that is within the reach of ordinary people with modest budgets, limited time, and basic understanding of the sea and its demands upon the small craft user.

Our feature in this issue on Richard Zap's search for his ideal camper/cruiser illustrates this theme, he's a sailing nut. There are rowers out there doing the same thing, and we expect to be getting some of their stories into print.

Our decision when we first conceived of this publication to focus on what people are doing with interesting boats deliberately steered clear of serving just any one particular sort of boat. Not just sail, or oar, or paddle, or power. There are major publications which treat each of these as a specialty. We still think it is useful to focus on the activities of interest and then bring in different sorts of boats, each of which is being utilized in pursuit of the activity. The mixing of different ways to approach an experience is a healthy thing, we feel. Too much specialization can be confining and even boring.

So we look at lots of ways to play with boats, meet lots of different people so doing. We hope bringing all this to you will broaden you perspective also, introduce you to new people and places and ideas.

REGULAR READERS WILL NOTE THIS ISSUE ARRIVED A BIT LATER THAN USUAL. THEY WILL ALSO NOTE THE SUBSTANTIAL IMPROVEMENT IN THE QUALITY OF THE PRINTING. BOTH CIRCUMSTANCES AROSE BECAUSE WE DECIDED TO CHANGE PRINTERS AND GET RID OF SOME OF THE ROUGH EDGES.

SUBSCRIBE TODAY!

WE'LL START TURNING UP AT YOUR HOUSE TWICE A MONTH, NOT ONCE EVERY TWO MONTHS! SEE THE SUBSCRIPTION FORM ON BACK COVER.

What's happening...

NOVEMBER 6: 15TH ANNUAL ICE-BREAKER RACE, CONCORD, MA.

This is an annual race for the fun of it, attracting all sorts of rowing and paddling craft to the Concord River. The start is at 10 a.m. For more details call (617) 369-2996, ask for Joe or Bill.

NOVEMBER 15 & 17: SMALL SPAR & OAR MAKING WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The Maine Maritime Museum is sponsoring a winter series of workshops on subjects of interest to traditional small craft enthusiasts. Each workshop consists of two three hour sessions, on Tuesday and Thursday evenings. The fee for each is \$35 for non-members, \$25 for members of the Museum. Each workshop is limited to eight participants, so early registration is advised. To register, call Dennis Thoet at (207) 443-6311 during business hours.

The November workshop will provide instruction on selecting stock, laying out, roughing out and finishing masts, sprits, booms and oars for small boats. Instructors are Will Ansel and Greg Rossel.

DECEMBER 8: PEABODY MUSEUM TSCA MONTHLY MEETING, SALEM, MA.

The regular monthly meeting of this Massachusetts north shore group of traditional small craft enthusiasts will be held in the Museum's education room at 7:30 p.m. For details on the program feature, contact Bob Hicks at (617) 774-0906. As of press time for this issue (October 25th) the program had not been finalized. Any interested person is invited, there is no admission fee. Membership in the group is available for a \$10 annual dues used to fund the winter long program series.

DECEMBER 13 & 15: SAIL REPAIR WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The December program in the on-going winter series described under the November 15 & 17 date will provide instruction on sail repairs, materials, hand and machine work. Sails in need of repair may be brought to the workshop. Instructor will be Nat Wilson.

JANUARY 13: CANOE CAMPING WORKSHOP, TOPSFIELD, MA.

Walter Harmer of the Ipswich River Watershed Association will provide instruction on how to pack your canoe for camping trips. The meeting is at Walter's on Willowdale Rd. in Topsfield, MA. at 7:30 p.m. Please call him beforehand if you plan to come at (617) 887-8671. Please bring something for the refreshment table if possible..



PROGRESS AND PROGRAMS.

The Hull Lifesaving Museum in Hull, MA has acquired two old Coast Guard buildings in that town and has a long range restoration of the facilities underway as a museum for the lifesaving service efforts out of the town in bygone times. Currently the main building, the Life Saving Station has the first floor nearly renovated with second floor renova-

tion due to get underway soon. It is planned for completion in the Fall of 1984. This facility will not be open to the public until sometime in 1985 when it is completed.

But, the marine skills workshop is open and functioning in the old boat-house. An adult boatbuilding class has begun work on a peapod. Classes are held Tuesday and Thursday evenings with open shop on Saturday mornings. Instructor is Phil Perkins, a marine designer from General Dynamics who has built over 40 small craft. If you would like to know more about joining this class call Ed McCabe at (617) 925-4826.

Memberships are offered by the Museum ranging from \$5 individual through \$1000 life and corporate associate. Members are urged to get involved with the restoration work, funding from various grants has been acquired but lots of labor is needed from volunteers. You can learn more by writing to the Hull Lifesaving Museum, Box 221, Hull, MA 02045 or calling them at (617) 925-3595.



PROGRESS ON THE SPIRIT OF MASSACHUSETTS.

The dream boat of the Massachusetts Historic Seaport is progressing steadily, in mid-October the frames were set in place and a winter building was going up around her so work can continue despite adverse weather. A small

crew of regulars has been assisted by a larger number of volunteers on the job. The hope is still held that the 125 foot schooner will be in the water and ready for the June 1984 Donald McKay Festival, which includes a return of the Tall Ships to Boston. We'll keep you posted on progress.



Above: Finishing off a recanvassing job.

Kevin Martin: Building Canoes the Traditional Way

Below. Checking the setup for replacing a rotted out stem in an old timer.



About four years ago young Kevin Martin built a house for his young family on the bank of the Lamprey River in Epping, New Hampshire. A union carpenter, Kevin found time to do this between jobs. When he had a moment to look around he noticed that neighbors enjoyed canoes on the river right back of the house. Kevin sort of liked that idea. He had grown up in Portsmouth New Hampshire but had not gotten involved in boating despite that city's long affiliation with the sea.

Two years ago, during one long layoff from work, Kevin built a two story 24 x 24 workshop behind his house, in which to build traditional canoes. "I always thought I'd like to work for myself," Kevin explains, "and with time in hand in between jobs I figured maybe I could get a business going building canoes." He had already had a go at this before putting up his shop, building a strip canoe from directions and plans in CANOE magazine. He still has it, out back leaning against the lean-to which leans against the back of the shop. Kevin also still has his first traditionally built canoe, a Wee Lassie. "First boats aren't your best boats," Kevin will tell you. I'd not have noticed the flaws had he not pointed them out.

Now, four years after setting up a brand new home in which to house his family, wife Kim and four young children all under 6 years of age, Kevin is a canoe builder. Not full time, of course. "I've got a real good job right now putting in finish work at a housing development nearby," Kevin explains. When does he work on canoes? "You just have to keep on moving, evenings, weekends, holidays, layoffs."

This fall Kevin has just completed a Rushton Princess for a buyer from Detroit. The day we visited him he was replacing the gunwales on an old Old

Town he had recanvassed, out in the yard. In the shop a really old carved planked wooden canoe rested with a jig clamped around its bow, awaiting a new stem and other bits of repair work. It's not a living yet, but, on the other hand, Kevin isn't standing around his shop with no work.

How did he acquire his ability to build and repair canoes? "Well, I read all the books about canoe construction, and I liked the idea of building them the traditional way," Kevin explains. "The union sent me to school a while back to learn finish carpentry, and then they never seemed to have the work for me," he elaborates. So he turned his training in finish carpentry to canoes. And other boats. Kevin built an Adirondack guideboat for one customer, it turned just fine. He follows the drawings and dimensions and instructions from the appropriate books and says this approach works out just fine. "Repairing canoes has taught me a lot about building techniques, too," Kevin says. "Having to figure out how to fix something up that someone has brought to you gets you to read up on it and look at it really close."

When Kevin decided to become a builder of traditional canoes, he ran some ads in WOODEN BOAT magazine. "I spent about \$1000 on ads that year and didn't get a single call," he wryly comments. It didn't seem to discourage him, he decided to do more advertising after a while when some belated inquiries began arriving. "I get calls from people who see my ad, but they want me to tell them about what the canoe they have may be worth," Kevin says. Since he advertises as a builder of traditional canoes, he must be an expert. When this idea is put to him, he shrugs and grins. Kevin knows he can build good canoes but he's not afflicted with self importance about it.

In addition to getting and reading all the books on the subject of traditional canoe building, Kevin joined the Wooden Canoe Heritage Association. "That's a real nice club, they have a lot of good information available, and put out a nice newsletter." Once a year that newsletter lists all traditional canoe builders the WCHA knows of. Kevin is on the list, of course.

The Lamprey River empties into Great Bay some 8 miles below Kevin's place. But, he cannot canoe downstream to the Bay. "There's a couple of dams right in town along the way, can't even portage around because the stream banks are confined in concrete walls and I'd have to carry a mile and right through downtown at that," Kevin describes the situation. He can go upstream several miles and downstream a few, and still enjoys these local outings. "And, it's just a short run in the car to Great Bay to reach lots more water," he says.

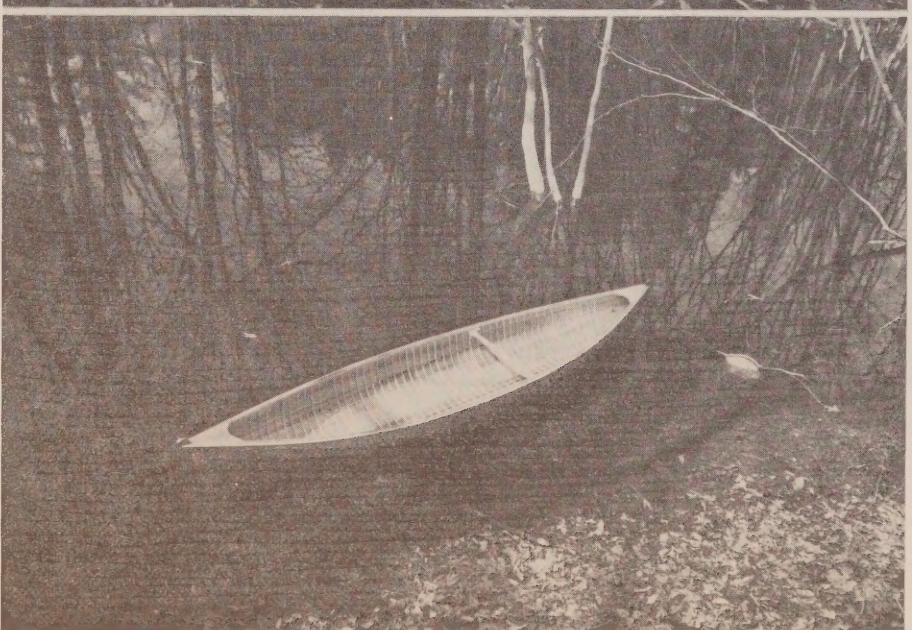
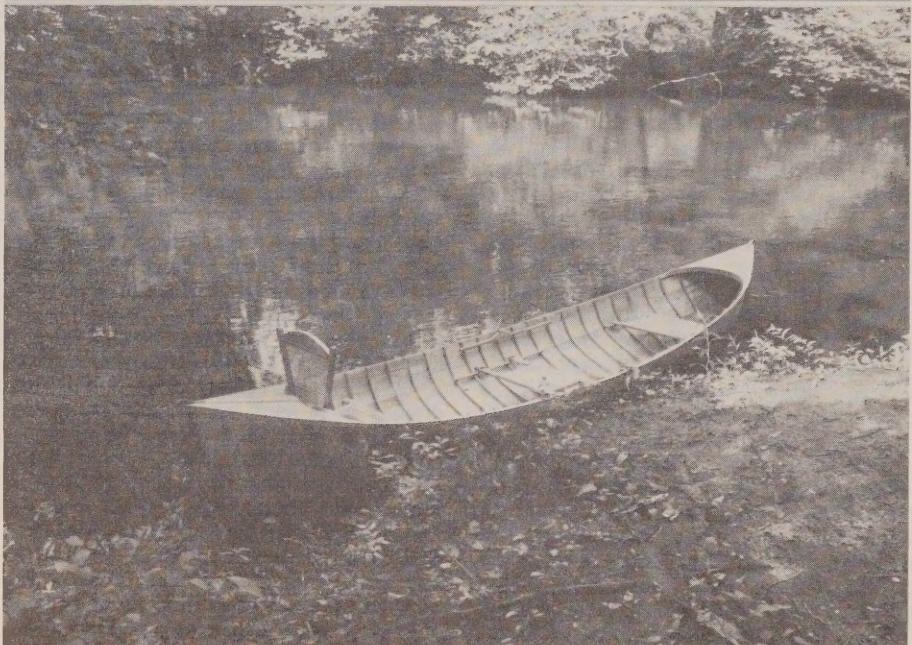
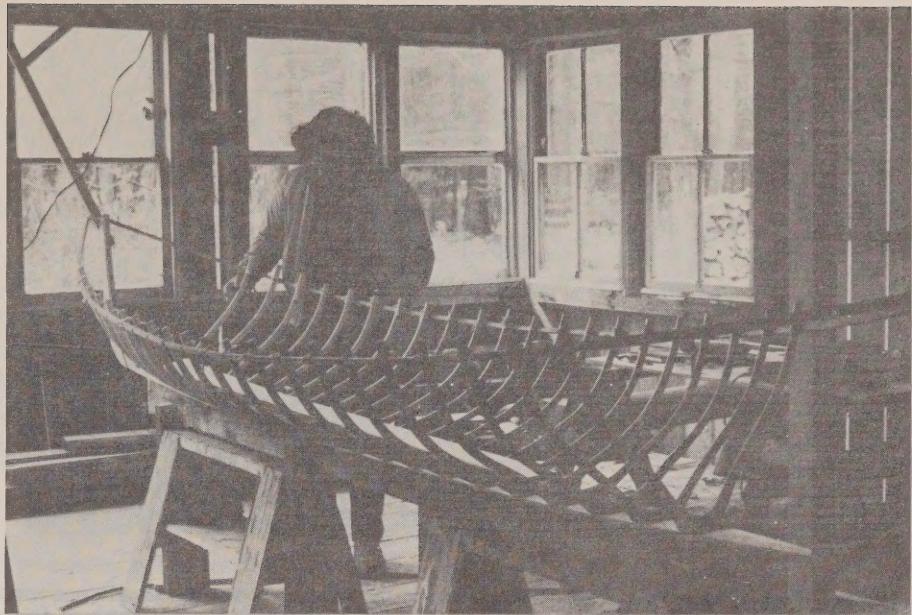
Upstairs in his shop Kevin stores stock and his Wee Lassie, originally built as his "display" boat. In amongst the stock he ferrets out a number of hackmatack crooks, perfect for stems. The Wee Lassie needs a bit of detail repair. "I built it early and planked it with clear pine," Kevin says. "It's split some on the laps now, I couldn't tell so well then about how good the wood was."

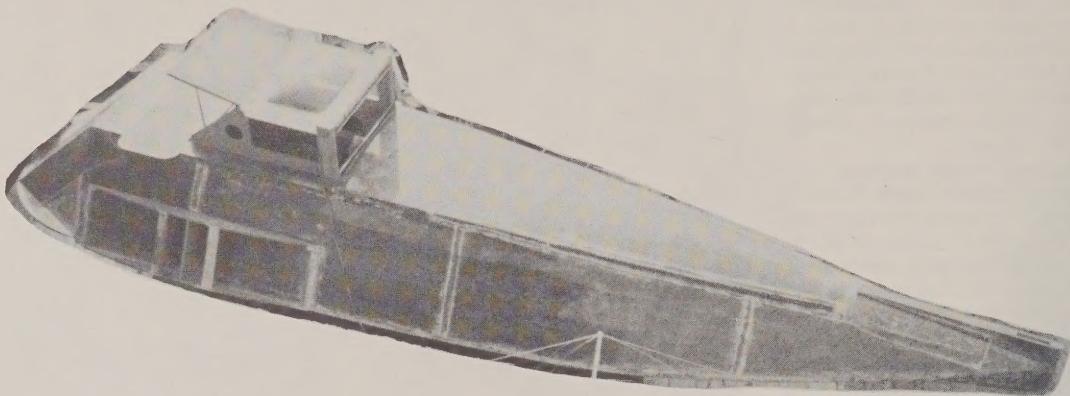
Today at 28 years of age, Kevin Martin is beginning to live what is just a dream for so many boat lovers. He has established his own boatbuilding business, built a nice roomy workshop, and is seeing the slow trickle of orders beginning to grow, be it new or repair work. He's not let the responsibilities he has for his young family to put him off from his dream. "Kevin always makes sure there's enough money to keep us fed and housed," says his wife Kim. She is backing him all the way in this venture. And he's young enough and believes enough in his dream of being his own boss doing what he likes, to still work full time at construction when the work is available, and come home and work full time all over again pursuing his dream.

Report & Photos by Bob Hicks

Right from top: Kevin at work on the Adirondack guideboat he built to order. The finished guideboat on the banks of the Lamprey River. A Wee Lassie on the riverbank, prior to delivery.

WANT TO KNOW MORE? You can contact Kevin Martin by writing to him at RFD1, Box 441, Epping, NH 03042. Phone is (603) 679-5153. The Wooden Canoe Heritage Association is located at Box 5634, Madison, WI 53705. Annual membership is \$12, which includes a very nice quarterly newsletter, WOODEN CANOE. A comprehensive list of publications is available from the WCHA at modest prices.





What hath Dennis wrought?

If Dennis Matt had just told us about his ideas for a boat he'd like to build, I guess we'd have dismissed it all as sort of a weird or crazy project. But, since he has actually gone ahead and built the boat according to his concepts, it deserved a look, in our opinion, and so we had a look. Subsequently Dennis spoke at our local traditional small craft club meeting, and despite some incredulity at certain aspects of his approach to boatbuilding, in sum he sort of had to be taken seriously, because he is doing what he says.

Dennis is an industrial designer and graphics specialist. He doesn't know much about boats, let alone designing them. So, when he had an opportunity to design a boat for a potential customer to use as a graphics display touring facility in Europe, he went right ahead.

As we write this in mid-October, the design is complete and a 30 foot prototype is nearly done, Dennis had been hopeful of being launched into Marblehead harbor by late October but he had the same sort of delays anyone building any sort of boat seems to experience. So rather than wait until he faced his moment of truth, we're going ahead with this article, and will follow up after the launch with a report on how it went.

The 30 foot prototype is half the size of the proposed craft, and looks a lot like the front end of the Concorde supersonic jet. But, unlike that craft, it is built from ordinary plywood, glued and nailed up into its unique shape and then covered with epoxy and fiberglass. Dennis built it himself, and has about \$2000 invested. He also scavenged what he estimates is about \$800 worth of free stuff, so places the cost, excluding his labor, at about \$3000. He built it in Marblehead, at the Wells Yacht Yard on Front St.

About that shape. Long pointy bow

with abrupt stern, pilothouse popping up well aft. The hull in cross section is five sided. Dennis began construction of the boat on end, stood up on its stern. This was because he found the only free space available to him inside the sheds at Wells' was between the stored yachts so his boat began to grow vertically up from the stern!

Now, the concept is that of the industrial designer. The full size model, if built, is designed to be a floating display case on European canals, inside along the sloping topsides (sloping IN toward the deck from a line roughly halfway between keel and deck) will be various audio-visual displays of certain products. Up in the pointy bow will sit a hidden projector with its screen in between it and the viewer, the viewer will look toward the bow and see visions of whatever is being hustled. That's the rationale for the shape.

Dennis had no hangups about all of this, it served his purpose as an industrial/graphics concept. Likewise he was not hung up on construction musts. The only must for the prototype, which he had to build out of his own pocket, was the slimness of that wallet in that pocket. So, the free, if cramped, building space and the vertical progress. And the lumberyard plywood, ordinary exterior grade. And the lumberyard 2 x 4 frames. And the ordinary carpenter's glue and nails.

Dennis began by standing up five 4 x 8 plywood sheets on the five sided cross section shape, and along each joint inside stood sixteen foot 2 x 4's. He glued and nailed these in place, then went up a second story with a second round of five 4 x 8 sheets of the 3/4" ply. Now he had a 16 foot tall five sided box. Now to bring it all to a point at the front.

This was accomplished by setting up a second set of 16 foot 2 x 4's overlapping the first a bit, securely fasten-

ing the splice. The five sticks were then gathered in at their upper ends with a Spanish windlass, cranked in until they about touched. Then on went the next two rounds of plywood, now cut to shape to fit the steadily reducing cross section. This left a blunt bow, later Dennis would fabricate a pointy end to cap it.

Asked about the bevels on the inside frames at those odd angle seams Dennis replied, "What bevels?" With no boatbuilding background, he just nailed and glued the ply to the frames and then filled up the gap with resin putty. He built several interior bulkheads, with round openings to pass through. "Don't you think the round opening looks rather nice?" he asked us. Well, he was right, it did. He has the knack for how it looks, maybe not much like a boat, but it does look sort of okay as maybe a piece of sculpture.

But it is a boat. So, onward. It was spring, and Dennis got it all outside into a cramped nearby backyard driveway. Now it was down on its keel, more like how boats are built. The keel. Yes. Here is more innovative thinking. Dennis had several other considerations to plan on, it seems. He might just end up doing some undersea treasure hunting in the Mediterranean off the shore of Libya, apparently some Nazi treasures, all documented according to Dennis, are sunk just offshore near Tripoli. The prototype craft would serve as an undersea platform, slung beneath the full scale model some 60 or so feet, where it would be flooded and serve as a work station for scuba divers, as well as bring lights closer to the work area.

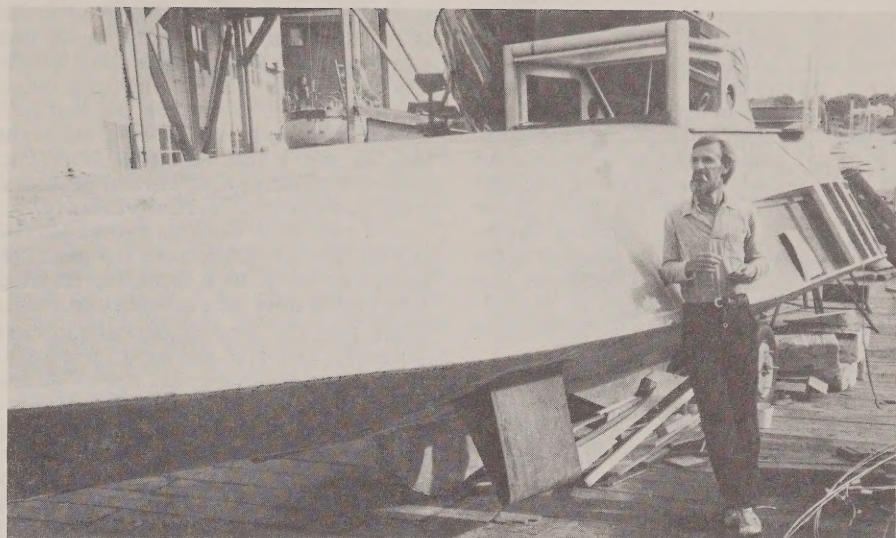
What about all that carpenter's glue, water soluble stuff? Dennis figures the epoxy coating will protect it. And the keel? Right. Well, to get some stability in the odd shaped hull, along its axis, like keep it from rolling like a log, Dennis decided to hang on a keel.

But, he didn't put it on vertically like a sailboat, but horizontally, between two vertical fins. Thus all the weight is at the bottom of the keel, thus less weight for the same amount of righting moment. Hard to fault that logic. The keel is a piece of sheet metal folded over into an airfoil shape and filled with concrete. The thin edge of the foil faces ahead. Dennis also figures that when underway on the surface, the way in which this opening will act like a sort of venturi should help stability. I guess he just feels that it will. Then, he later decided to put on a couple of more fins, perpendicular to the two underwater sides of the hull, thus angled outwards like small bilge keels. And then he added on some outside buoyancy tanks on the two sides above the waterline. Dennis says all this was run through a computer at his sponsor's firm, the people who might buy the big version if the prototype works.

Are you still with me? Let's go on. Power. Dennis plans on an inboard mounted outboard, was still looking for a deal on one at press time. It sits ahead of that truncated stern and its backwash will flow right past the big outboard rudder Dennis has conceived. This rudder pivots on a rather conventional rudder post well ahead of the semicircular rear deck edge. He plans to have the big rudder fitted with a roller which will run along the arc of that deck edge to give it plenty of rigidity. It should have plenty, I couldn't possibly say if he really needs so much rudder though.

The pilothouse is out of scale, as it would not fit Dennis if to scale. It has cast off aluminum mast sections as corner posts. The view forward is uncannily like that from a jetplane cockpit (as seen on various TV programs).

On power, Dennis also was formulating ideas for sail power too. He had a simple sketch of a triangular sail a curved mast. Really curved. It seems he has some ideas on how this will improve airflow on the sail, as will the inward slanting upper sides of the hull. No, he says, he knows nothing about sail theory and design. Again, it's the indus-



The designer/builder and his creation.

trial designer at work. Well, unlike the boat, which does look as if it will float and probably even be possible to use, the sail concept seems doomed to me. But, it's not my boat.

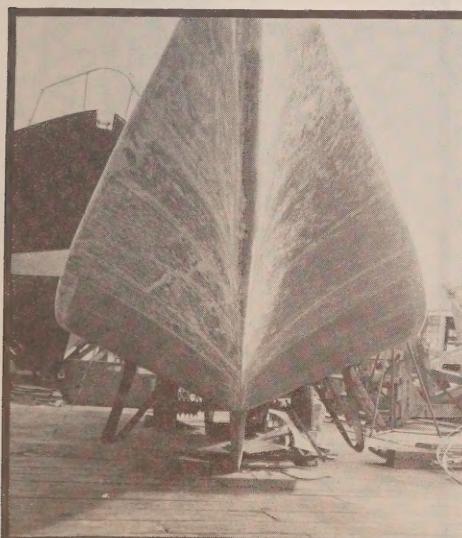
The boat has been built rather well. The construction is solid, the pieces all seem to fit up closely (those inside gaps between longitudinal stringers and ply are out of sight). Dennis has used all his ingenuity to get the most out of the least. So, it certainly will be watertight and will float. But on what waterline? When Dennis spoke to us about that, he sort of drew in a dotted line on the sketch on the blackboard. "Right about there," he decided. It's going to be very interesting to see this thing afloat. The trim can be adjusted fore and aft by the placement of gear. I had a gut feeling it had way too much buoyancy aft and that that pointy bow would bury itself in the water. The keel weight near the back will help trim some, but the lack of buoyancy up front looks really bad to my amateur eyes. The keel weight should keep the trim pretty much all right across the beam if too much stuff

isn't crowded into one side. But this would be like any boat with a vee bottom.

Dennis seems to benefit from an unstructured, if near destitute, existence. He plans to go south to Florida via the inland waterway in the craft, the deadline being January when he says he has a teaching assignment to undertake in Florida. After that, he plans to ship the boat overseas to the Mediterranean. At least he's not planning to go across in another of those sensational ocean crossings in small boats.

Dennis has been the subject of a lot of joking by Marblehead boat people. It's understandable, given his concept, lack of boatbuilding background, and his vaguely artistic, "creative" manner. If the boat fails in its purpose due to his concepts, which is a strong likelihood, the scoffers will be vindicated. If he can somehow make it work, well he will be vindicated somewhat. We'll keep on the subject and as soon as the boat is afloat, we'll be back with installment number two on this particular dreamboat.

From pointy stem through quite spacious interior on to truncated stern, this is a unique craft, indeed.



The squawk of nightherons came from the star filled night sky as Don Betts and I pitched our tents at the Fort Getty campground. Ernie Palmieri was already asleep in his van. After making a night crossing, Pat and Brian were trying to get some sleep on a hillside out on Dutch Island. A great horned owl kept them awake. This was the start of our First Annual Fall Sea Kayaking Campout. Our goal was to draw together some of the growing number of northeast salt water paddlers for a few days of paddling, camping, exchange of experiences and general good fellowship.

Saturday October 8th was clear and cool with a brisk breeze blowing from the southwest. By 9:30 a.m. eleven boats were in the water and we were on our way. We rounded the north end of Dutch Island, added Patty and Brian to our group and headed south towards Beavertail Point. We soon encountered two foot waves being driven by the wind up the west channel of Narragansett Bay. Pat, Brian and I ducked the wind by heading for the shore at the south end of Austin Hollow. The shore line from there to the point is full of little hollows each with a patch of sand and a cliff face at the rear making a series of cozy, one-party beaches. A white, gaff rigged, two masted schooner sailed past us out in the channel.

The seas are always rougher around a headland. Like a wedge driven into the sea, Beaver Tail Point sticks out into Rhode Island Sound, which in turn is open to the ocean. The lead boats waited for us just short of the point and we were all excited and delighted to encounter three foot plus waves rolling in with the wind. We ducked and dodged, surfed waves, shot pictures, watched sailboats go by and had a good time for about twenty minutes before heading north up the east side of Beaver Tail Neck.

Our flotilla included one double Klepper (Janice and Bill Lozano), several slalom kayaks and an array of fiberglass ocean kayaks. We were strung out in small groups according to our natural speed, but paused to gather every couple of miles when the lead boats arrived at local scenic attractions. Patty, who was less comfortable in the larger waves, stood by a few hundred yards east of the point until we were ready to move on. The lead boats were asked to pick a good spot for lunch. We found them a mile north of the point on the beach at Hull Cove.

Report by Chuck Sutherland
(Chuck takes lots of photos, all color slides! That's why we have no photos to accompany this article).

NESKA

INTERESTED IN SEA KAYAKING? Contact Chuck Sutherland at NESKA, the Northeast Sea Kayakers Alliance, Box 444, Tuckahoe, NY 10707. Phone is (914) 769-1651.

Cove. By now Patty was feeling the strain of paddling five miles in the waves and stiff breeze. A worsening asthma attack was making her breathing difficult. Brian and I took her in tow for the last half mile to the beach. After a rest and some tea, we met a fine fellow on shore who generously transported Pat and Brian and their boats back to Fort Getty in his truck.

From Hull Cove we proceeded out around Short Point, across the mouth of Mackerel Cove to a beautiful isolated cove on the west side of Southwest Point. Cliffs line the shore from here to Fort Wetherill, our take-out point for the day. Some of us continued past Fort Wetherill and then over to Fort Adams and Newport Harbor. About 4 p.m. we rounded up the harbor paddlers and headed back to Fort Wetherill. This was the sort of day that one wants to never end. Enough breeze to make the sea interesting, warm but not hot air temperature, water temperature around 65 degrees, blue sky from horizon to horizon and a great crew of enthusiastic paddlers.

By sundown we were all back at the boat landing at Fort Getty. We stufed the boats with camping gear and let the wind help us make the half mile crossing out to Dutch Island. I know from previous trips that there are many fine campsites on Dutch Island which have outstanding views of the miles of near and distant shorelines. However, there is also a flat spot next to the landing beach on the island. After 14 miles of paddling, we were all happy enough to pull our boats above the high tide line and pitch our tents on the flat in front of the Dutch Island Wildlife Refuge sign.

Camping is allowed on Dutch Island. It is an island well worth a visit, being covered with a vast array of massive gun emplacements and bunkers large and small, arranged for destruction of any unfriendly vessel attempting to enter the west channel of Narragansett Bay.

By feel and by flashlight we pitched our tents, cooked a little dinner and even got a campfire going with the wood Pat and Brian gathered after they returned to the island in the early afternoon. Around the fire we had at least one person from each northeastern state except Vermont. Ken Fink, co-founder with Jim Chute of the sea kayaking newsletter, ANORAK, represented Maine. He was surprised that we had to pay money to park overnight at Fort Getty (\$4). Those of us from Connecticut (Gail Ferris) and New York were pleased that just anybody, no matter where they were from, were allowed to use the Fort Getty boat launching area for a few dollars and even leave cars there overnight in reasonable safety. It was clear that one virtue of a weekend like this was in seeing a variety of types of equipment in meaningful use. Brian Lankshear showed us a waterproof wooden camera box of his own design that rides safely on the deck of his boat. Brian Inslay showed us his homemade and designed narrow bladed paddle. It is beautiful, having a hollow shaft, blades wider than Dowd's Quills, about the same width as a Lendal paddle, but far more graceful in shape. It seemed like nearly everyone

had some different type of equipment to test or demonstrate.

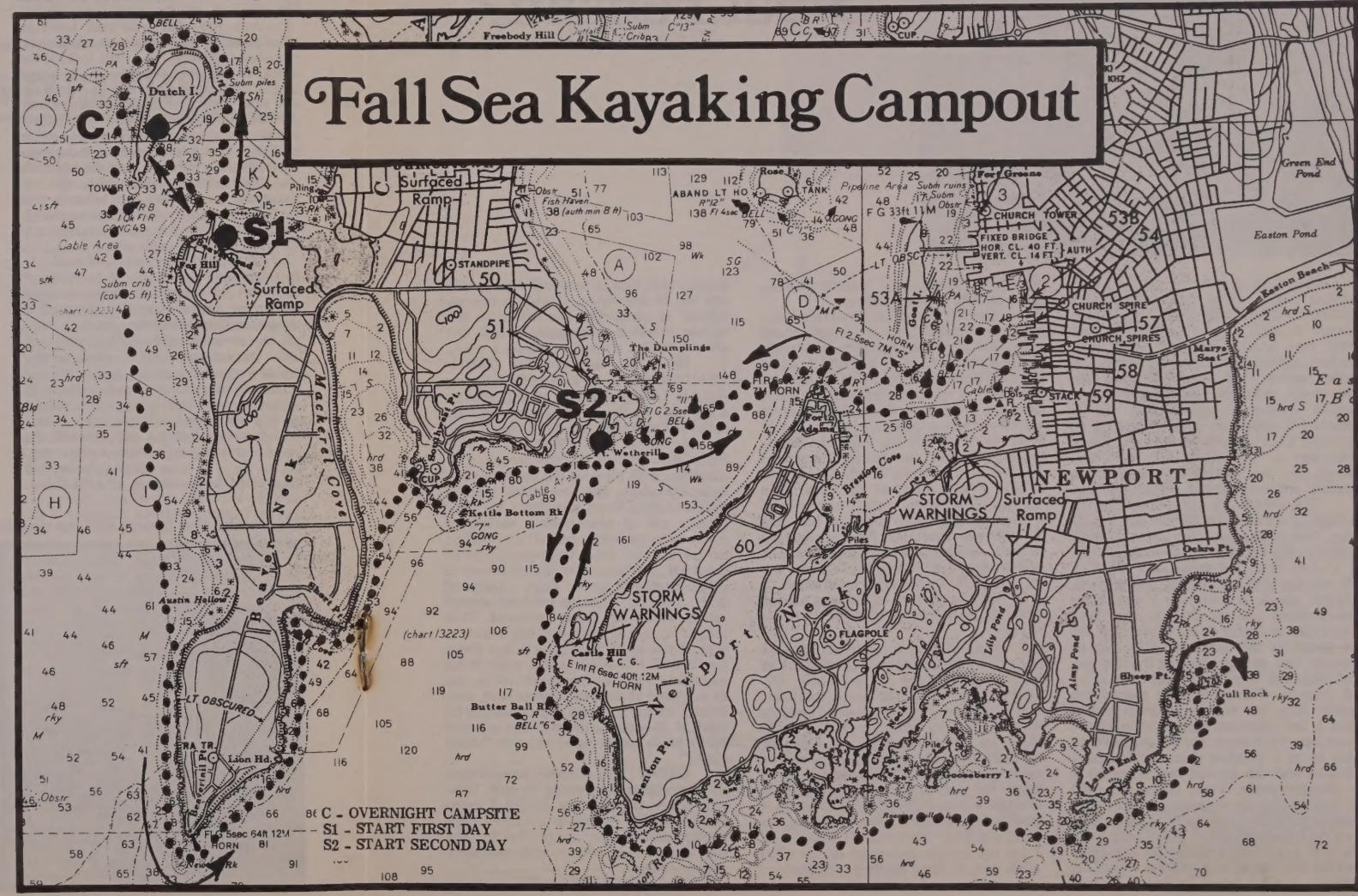
Sunday at dawn several of us stood around pointing our cameras at the sun, the tents, the boats on the beach and the by now highly photogenic folks who emerged from the blue, orange, tan, green, etc. tents. By nine we had the gear back in the boats and returned to Fort Getty to greet the newcomers arriving to join us for day two. This time we launched from Fort Wetherill and paddled southeast to Castle Hill and then out around Brenton Point. We had broken overcast at first. By the end of our lunch break we had nearly solid overcast with a strong wind blowing from the northeast. We encountered breaking waves off Brenton Point and bigger breaking waves (four feet plus) off Lands End about 2-1/2 miles east of Brenton Point. Off Lands End a small outboard fishing boat

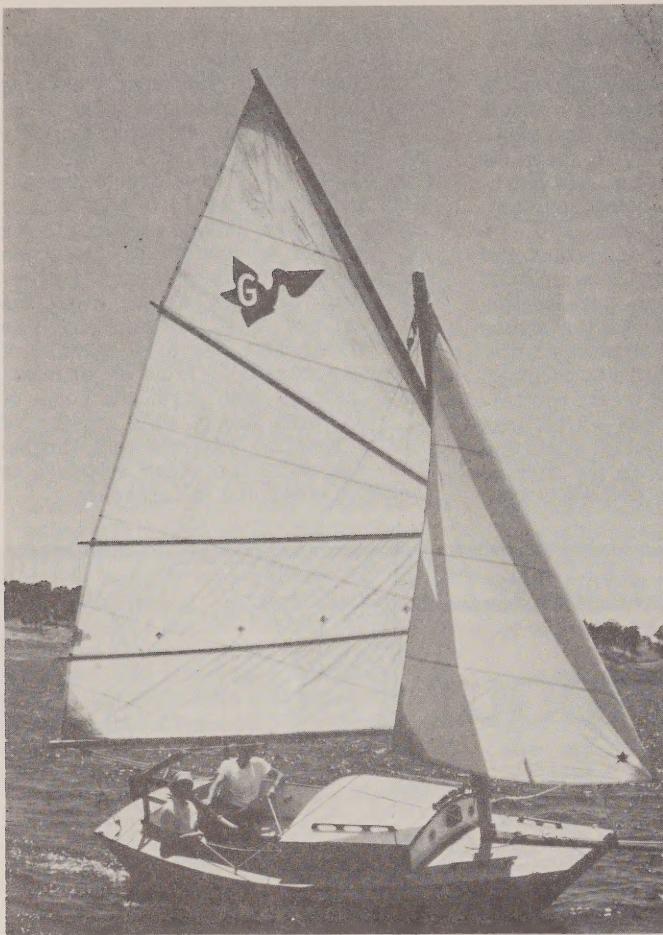
hailed us and asked if they were near Westport. Westport is in Massachusetts. I told them they were close to Newport and showed them where they were on my chart. They didn't have a chart. I pointed out a lighthouse five miles away to the east and told them they could get a chart at Sakonnet Harbor a mile north of that lighthouse. Westport is located about seven miles beyond the lighthouse. These fellows were twelve miles west of their destination after trying to make the seven mile crossing from Cuttyhunk north across the mouth of Buzzards Bay to Westport. This is the second time this year we see kayakers have provided directions to lost, chartless, compassless power boaters. Last year there was a guy on the sailing surfboard being blown away after his mast had broken in the high winds. Talk about being invisible

in the waves! I bet they never carry smoke or flares no matter how far offshore they go.

By the time we turned around at Gull Rock, about halfway to the mouth of the Sakonnet River, the red small craft warning flag was flying. Since the wind was from the northeast, and therefore offshore, it didn't bother us much until we got back to Castle Hill. On rounding the lighthouse, we encountered the full force of the wind, now up to 25 mph or better. The one mile section from there straight upwind to the landing at Fort Wetherill was authentic work. No use to hurry, no help to stop paddling, we methodically pressed on at a controlled pace into the wind and waves (less than two feet high). Again all boats and boaters did well. Back in the parking lot we loaded the boats and soggy gear

under dark grey skies and were not unhappy to be heading home. Rain seemed a certainty for anyone staying for another night. We'd had fine days of exciting paddling. It was great for those of us from New York and Connecticut to finally get together with fellow sea kayakers from Maine, New Hampshire, Massachusetts and Rhode Island. We hope that by putting together outings such as this we will be able to continue to strengthen the growing network of rapidly improving ocean paddlers active along the northeast sea coast. I particularly like the Narragansett Bay area because of its easy accessibility from major population centers both north and south of it. This area has a wide variety of coastal paddling environments ranging from sea cliffs and ocean exposure to sheltered coves and salt marshes.





There is something that is appealing about a 16 foot centerboard sailboat with a cuddy cabin. She is big enough to take a fair amount of sea and hold four adults, complete with beer cooler, picnic basket and the venerable cedar bucket. For two adults, even with two small children, she becomes a tolerable camper / cruiser that can be beached if necessary or sit comfortably on tidal flats when the tide is out. When your day or weekend of sailing is finished, she can usually be gotten onto a trailer without too much complaining.

The relatively small size of such a boat is a real boon for the home builder. One might not think there is much relationship between the average car and a 16 foot boat, but there is. They both fit into the average one-car garage with enough space leftover for a person to move about and get the job done. And when this 16 footer is complete, she can be towed by the same car that used to occupy that garage. Moving the finished hull does not require a crane or an army of friends. Three or four people can easily turn one of these hulls over with just a few blankets placed at strategic positions to protect the finish. Cordage can be of a smaller diameter and most fittings and the ground tackle can be of a smaller scale. Thus, fitting out such a boat is merely expensive, rather than astronomically expensive. As this size boat is relatively short, extra long wood is not required, keeping its transport within the range of a station wagon or pickup. A final bonus is that 16 footers

squeak in under many boating regulations as well as tax standards.

Along with such practical considerations, individual taste and temperament come into play when trying to choose this camper/cruiser. For myself, I enjoy the informal races when coming home at day's end. If this were my sole purpose, most any sloop with adequate lines and a spinnaker would probably do the trick. However, to go this way would be to join the herd. Rather, such competitions must be conducted in style. To me, this means a boat with a different character than that provided by the typical tupperware. Centerboarders with gaff or lug rigs all set one apart and have advantages such as skimming over skinny water and performing well when the sheets are started. Who in his right mind wants to drag half the bottom of his boat around when he can fold it up when it is not in use.

When coming to build my own 16 footer, I considered several boats. The four finalists were all markedly different designs using different construction techniques, but all seemed capable of providing my needs as stated at the beginning of this article. All four can be built by real amateurs who have a minimum amount of space and number of tools. My own preference in building is to adopt a composit technique made up of traditional methods abetted by epoxy resin and that "white cloth" (fiberglass). I am not unduly enamored of the white cloth but it does cover a multitude of minor sins and helps to stabilize a

In Search of a Camper/Cruiser - 1

The Great Pelican?

wooden boat that is constantly going into and out of the water. It also is instrumental in protecting the hull from the abuses involved in dragging it onto and off of a trailer a couple of times a week.

My first candidate was GREAT PELICAN. She is 16' LOA and 8' in beam, carries 187 square feet of sail area in a lug rig. Designed by Captain William Short of California, she is the big sister of the famed SAN FRANCISCO BAY PELICAN. She is of monocoque construction with plywood the main ingredient. Complete, she resembles a giant pram. Captain Short provides a very extensive set of plans with a variety of cabin arrangements, as well as detailed advice gleaned from the experiences of previous builders. Her construction is quite straightforward. Huge sheets of 3/8" and 1/2" plywood are bent around molds which are later removed. This leaves a clean, unobstructed interior. One of the most attractive things about the GREAT PELICAN is that many of the materials used for her construction can be acquired at the local lumber yard, and, indeed, exterior plywood can probably be used if it were carefully sealed with epoxy resin and covered with that "white cloth."

GREAT PELICAN's superstructure is rather interesting in that Captain Short offers three different cabin arrangements, including a raised deck version and a stern cabin version. She can also be built with or without a self-bailing cockpit.

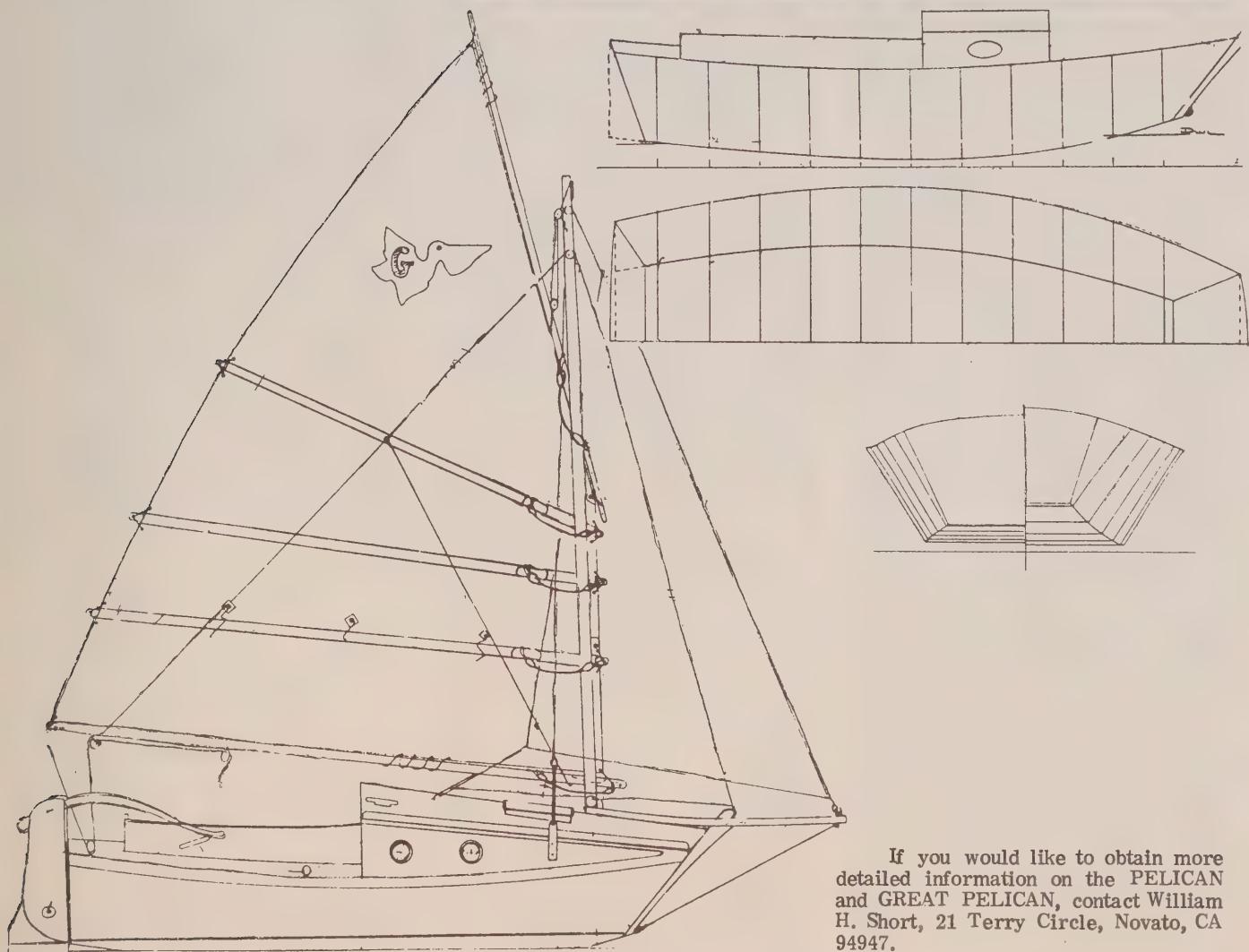
The GREAT PELICAN is probably

also the biggest sixteen footer you will ever see and has plenty of room, with that 8 foot beam. The GREAT PELICAN owners with whom I talked indicated that she is a good sea boat and is not all that slow. There are a couple of things that I think make her a particularly good sea boat. One can joke about her transom bow but that bow offers what seems to me to be a lot of extra buoyancy. I think it would take a BIG wave to put that bow under. The fully battened lug sail main would seem to provide great advantage in reefing down in a hurry.

I happened to like this design very much, but my family raised objections about a boat without a proper POINTY FRONT! "Really, Daddy, how unshippy!" Or, "Which way does it go?" My arguments about inner beauty went for naught.

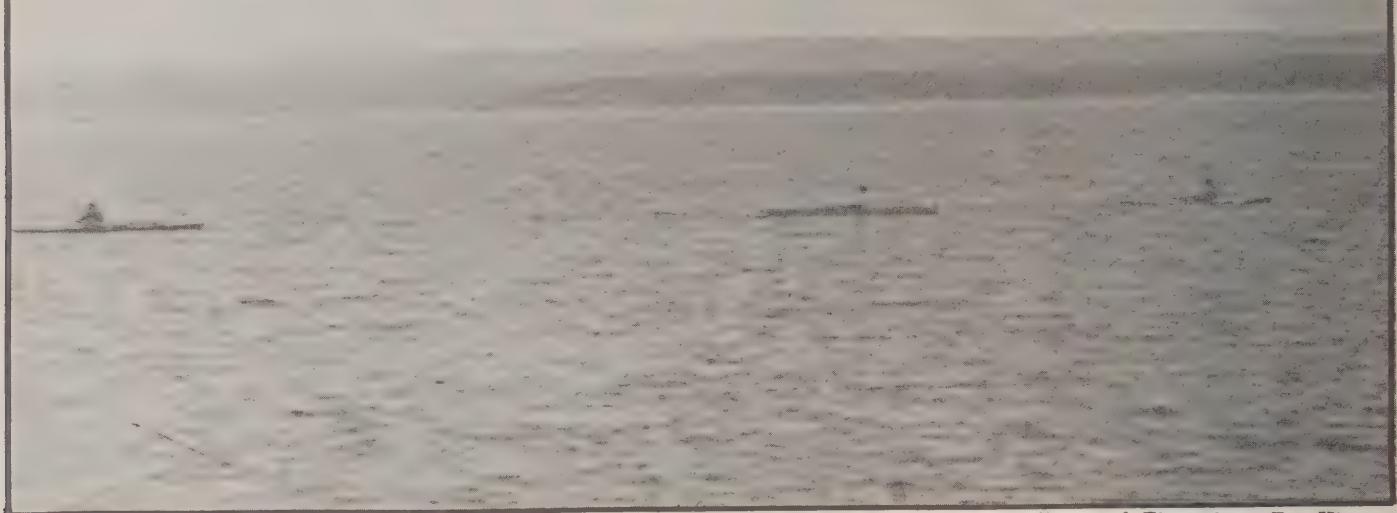
Report & Photos from Richard Zapf

NEXT ISSUE: Richard takes a look at the Westlawn MITE and Sam Rabl's TIT-MOUSE.



If you would like to obtain more detailed information on the PELICAN and GREAT PELICAN, contact William H. Short, 21 Terry Circle, Novato, CA 94947.

Sippican Ocean Rowing Regatta



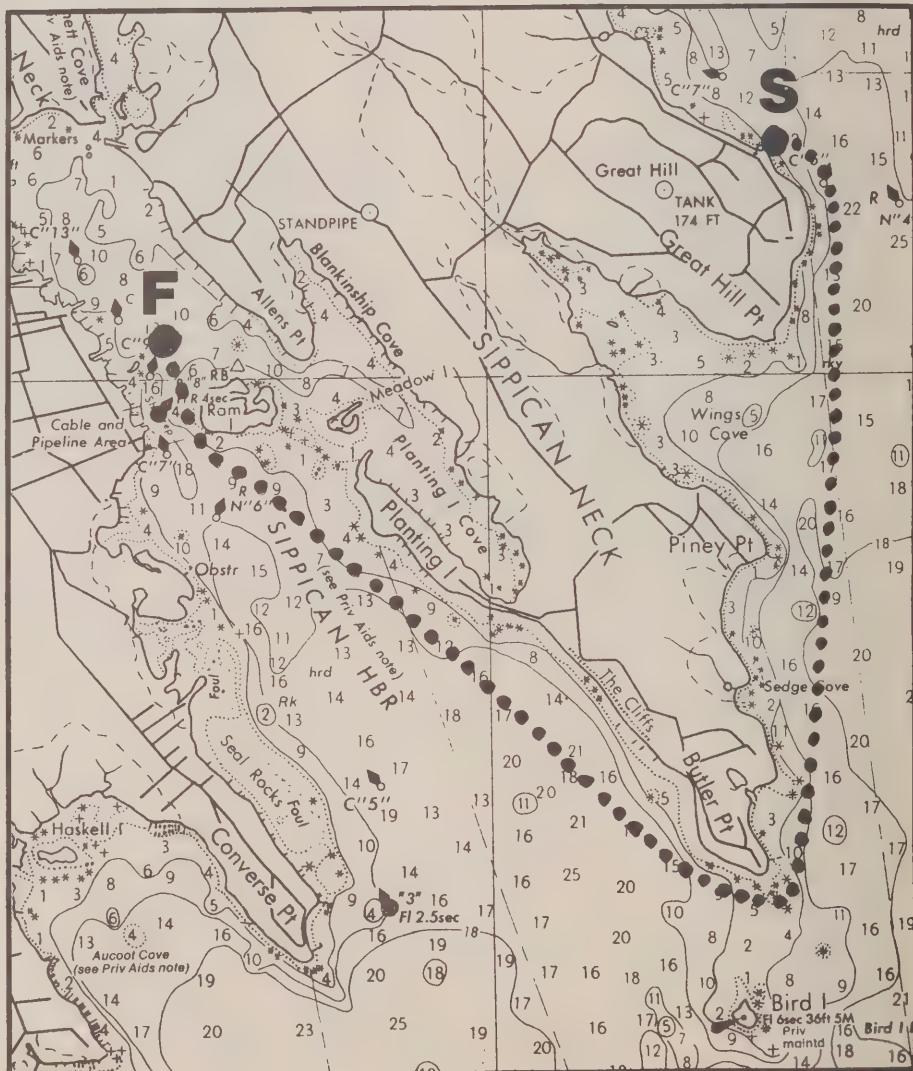
Report & Photo from Bob Hicks

We had the opportunity to look in briefly on the Fifth Annual Sippican Ocean Rowing Regatta on October 1st, in Marion, MA. About 30 Alden Ocean Shell enthusiasts with a scattering of other sorts of sliding seat craft gathered for this event, a sort of warm-up for the Head of the Charles event in mid-October (report on that one in Issue #14). A 6.3 mile course was laid out running from Stone's Dock on the Stone Estate in East Marion out around Butler Point and into Sippican Harbor to the finish off the Beverly Yacht Club.

The 9 a.m. start found a near flat calm so it was easy going for the participants. Before 10 a.m. the leaders were at the finish, the small group of onlookers travelling about the roads of Sippican Neck to spot the rowers at various points along the course. Without binoculars, however, viewing was futile, distances out to the boats simple were too great.

While a number of the finishers turned right about and rowed back over the course to where they had left their cars at the Stone Dock, others were heard to remark, "No, I'm NOT rowing back!" Instead they pulled out on the lawn at the yacht Club and indulged in typical post race reruns verbally.

This was very much an affair for those involved, with the emphasis on the Alden shells, it lacked the variety of the more "open" races we've attended during the year. While an "Open" class was provided, ALL the boats were sliding seat craft, and MOST were Aldens. If this is your interest, you should be in touch with the Alden Ocean Shell Association. You can contact them by writing to Ernestine Bayer, 371 Washington Rd. Rye, NH 03870.



Classified Marketplace

Looking for a Boat or Gear?

TAKE A LOOK AT THIS:

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat, send along the details together with a photo (black and white preferred but a clear, light color print is okay) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. This offer is limited to subscribers.

Museum Boat Clearance

MYSTIC SEAPORT BOAT CLEARANCE: Beetle Cat, \$2800. 18' double ended gunning dory, pulling only, built to plans by John Gardner, \$900. Partially built 14' gaff rigged hard chine centerboard sloop. Framed up and backbone finished, most of materials needed including the Bruynzeel plywood to finish. Fastenings, stem, spars and paint included along with drawings. Similar to Goeller's SEA MEW. Uses H12-1/2 rig. Open to offers. A nice winter project. Two 15' sailing skiffs, Will Ansel built, \$1000 each. Building jig for Seaport built Whitehall and Ames salmon wherry. Offers. BEN FULLER, Mystic Seaport Museum, Mystic, CT (203) 572-0711.

MYSTIC SEAPORT FOREIGN BUILT BOAT PLACEMENTS: Mystic Seaport would like to talk to or hear from anyone interested in the following boats: 12' 10" Brazilian dugout canoe; 13' 11" Samoan outrigger canoe; 14' outrigger canoe; 16' dugout canoe; 12' 9" Philippine dugout; 15' 3" English workboat; 15' Bindal's boat; 20' Hawaiian dugout canoe, LEI ALOHA; 10' Guatemalan canoe; Philippine outrigger canoe; Philippine outrigger dugout canoe; 13' 11" Turkish caique; 18' longboat, ALBATROSS.

BEN FULLER, Mystic Seaport Museum, Mystic, CT (203) 572-0711.

MAINE MARITIME MUSEUM BOAT CLEARANCE: 16' 8" Melon Seed, sails not included, \$3800; 17' Quoddy boat, gaff rigged sloop, \$7500; 18' Norwegian Sognanabat open lapstrake sailing boat, \$2950; 15' Whitehall, \$1800; 12' Asa Thompson skiff, \$725; 21' Alpha sailing dory, complete except for sails, \$3950. MAINE MARITIME MUSEUM APPRENTICESHOP, Bath, ME (207) 443-6311.

MUSEUM OF TRANSPORTATION BOAT CLEARANCE: Restored original Tappan power dory, \$4800. Swampscott dory, \$1500. 16' New Haven Sharpie, \$3800. ALEX CHANDLER, Brookline, MA (617) 426-6633.

BARGAIN BOAT BUYS FOR WINTER RESTORATION PROJECTS: 15' Herreshoff Bullseye keel sloop, complete with sails, spars, all rigging. Solid hull, needs a sheer plank and some transom repair, recaulking and major repainting and revarnishing. On custom cradle. \$975. 19' Lightning complete with sails, spars, all rigging. Solid hull, needs recaulking, minor repair, major repainting. \$875. 18' vintage inboard motor launch hull only. Needs major work on hull, some replanking, refastening, recaulking, repainting and varnishing. Lines okay, solid shape but lots of work to be done. All interior finish woodwork in place. \$395. 12' lapstrake traditional round bottom tender, bare hull only, brand new in '83. Needs complete finishing out. Cedar on oak, copper fastened. \$395. BOB HICKS, Wenham, MA. (617) 774-0906.

12' SAN FRANCISCO PELICAN, great family day sailer, fir marine ply on Honduras mahogany framing. \$3500 with sails. Brand new.

OLD WHARF DORY, Wellfleet, MA. (617) 349-2383.

SEVERAL NICE TRADITIONAL BOATS: 23' Cabin Hull, 80% completed, with leeboards. \$2800. Culler Butternut canoe with paddle. \$650. 22' Chapelle Scow sloop, fine sailer and cruiser. \$4500. 19' Crab skiff, pretty boat, TIB main and mizzen. \$2400. CHET FARRELL, W. Dennis, MA (617) 398-2649 after 6 p.m.

15' CHRIS CRAFT CAVALIER, 1956 model. Also several other wooden and fiberglass boats, 14' to 22'.

DON FARNSWORTH, China, ME. (207) 968-2932.

TWO TRADITIONAL BOAT BUYS: 16' Palmer/Lowell Amesbury launch, restored lapstrake. Has character. Original 6hp Palmer single cylinder engine, fresh water cooled. Asking \$3300. 14' pulling boat, c. 1895, excellent design. Built on Lake George. Lapstrake hull, wineglass transom. Restored. \$950. BOB BLEILER, Mystic, CT. (203) 536-2854.

15' 6" BOLGER LEEBOARD SHARPIE, 1978, excellent condition, complete \$500. LANCE GUNDERSON, Kittery Pt. ME (207) 439-9623.

ALDEN OCEAN SHELL SINGLE: New style Oarmaster and English F. collar oars. All in very good condition. \$850. DON CURRY, W. Buxton, ME (207) 727-3378.

BOATS AND GEAR: 19' double ender, fine sailer. \$1800. 24' mast and gear from Town Class. Boice Crane 6" jointer in good shape. \$225. 3" slick, 28" long, big chisel.

CHET FARRELL, W. Dennis, MA (617) 398-2649.

FLYING CAT PLANS: All wood construction.

OCEANSPACE DESIGN, Saratoga, CA. (408) 252-7445. Mail to 19327 Northampton Dr. Saratoga, CA 95070.

WANTED: Small reversing propeller outfit, complete. Diameter of propeller not to exceed 13".

CHARLES RIDALL JR. Mystic, CT (203) 536-3363.

16' HERRESHOFF DOUBLE PADDLE CANOE: Built in 1981 by Walt Simmons. Two cane seats and one paddle. \$995. GENE GIFFORD, E. Islip, NY (516) 582-4566 from 8 to 5.

6' OLD TOWN DINK: A rare classic canoe construction yacht tender. Two rowing positions. Cedar, ash, oak and mahogany. In excellent condition, a steal at only \$400.

PHIL CARLING, Hingham, MA. (617) 749-3637.

16' 4" GLIDER O/B-RUNABOUT: Vertical grain cedar. Folding bench seats, sturdy samson post. In dry storage for a number of years. Reasonable restoration project. \$200 or B.O.

PLIMOTH PLANTATION, Plymouth, MA. (617) 746-1622, ask for Paul Lipke.

17' PEAPOD, fiberglass 1/2" Klegacile core, bare hull. Four inch full length keel and eight foot sweeps and extras. \$500.

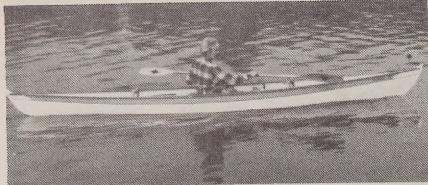
BRIAN INSLEY, Manchester, NH (603) 627-3537.

CHINESE LUG RIG, yard, battens and sail for a 31' Southern Cross cruising sloop. Excellent condition, reasonably priced.

JODY RANDOLPH, Mattapoisett, MA (617) 758-4270.

20' U.S. LIGHTHOUSE SERVICE SURF BOAT. Fully restored in 1982. Cedar on oak construction. Gaff mainsail and spruce spar excellent. Heavily built double ender with bronze hanging knees on all thwarts, bronze breasthooks bow and stern, lifting eyes. Copper riveted, bronze oarlocks and belays. Last of her type! Asking \$1500.

JON HOWARD, Clinton, CT. (203) 669-7629.



17' CULLER DESIGN DOUBLE PADDLE CANOE, "Robert D". Lapstrake cedar, copper fastened. Built by Ken's Boat Shop. Equipment includes a 9' double paddle, a single paddle, folding bronze outriggers, spoon oars and a mooring cover. You have probably seen this boat at the Mystic Seaport, Christmas Cove and Vermont TSCA meets. \$2000. KEN STEINMETZ, 3710 Ocean Ave. Seaford, NY 11783. (516) 826-8116.

BRAND NEW 16' TOWN CLASS SLOOP, as seen at Wooden Boat Show. Built by original builder of Townies since 1930, Pert Lowell of Newbury, MA. Bare hull complete ready for rigging is \$3400. Completely rigged with everything except sails, \$5995.

PERT LOWELL CO, Newbury, MA (617) 462-7409.

APPRENTICE POSITION AVAILABLE. Learn construction and repair of small wood boats, 6 months to 1 year depending on skill. Must have basic hand woodworking tools, and provide own living expenses. Full time position available at conclusion of apprenticeship.

NORTH RIVER BOATWORKS, Albany, NY (518) 434-4414.

18' MAINE GUIDE MODE OAT CANOE, cedar/canvas wilderness touring design. New, \$2800.

OAT CANOE CO. Mt. Vernon, ME. (207) 293-2694.

SEVERAL INSTANT BOATS: ZEPHYR, Dynamite Payson's personal boat with sail, \$850. SKIMMER, new design demonstrator, 8 foot by 4 foot Garvey runabout, \$300. GLOUCESTER LIGHT DORY, brand new with oars and oarlocks, \$750. SEMI-VEE utility, 15 foot by 5 foot outboard, \$1200. TORTOISE, 6 foot tender, brand new, unpainted, \$185 each, several available.

H.H. PAYSON, So. Thomaston, ME (207) 594-7587.

14' OLD WOODEN FISHING SKIFF, cedar strip on oak frames, includes mooring cover, new paint, etc. No motor or trailer. \$1500.

OAT CANOE CO. Mt. Vernon, ME (207) 293-2694.

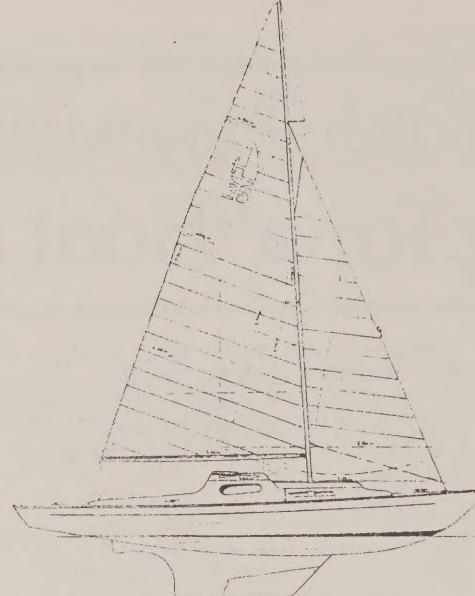
16' SKIFF, flat bottom, pine on oak. Heavily built, bronze fastened. Galvanized bow eye and oarlocks. New, unpainted. \$900.

FRED HURLEY, Winthrop, MA (617) 846-7509.

WANTED: Propeller, shaft, etc. to fit 17' motor launch. Have hull and 3hp Gray, need everything else.

RON GINGER, Framingham, MA (617) 877-8217.

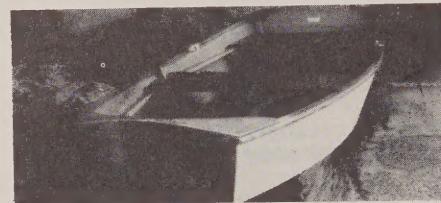
14



25' JUNIOR HOLIDAY SLOOP, 1954 Dutch built, mahogany on oak, bronze fastened 8hp auxiliary, 4 sails, good inventory. Send for complete details.

Asking \$6500 or best offer.

DAVE DURGIN, Duxbury, MA (617) 585-4991.



6-1/2' DINGHY, mahogany plywood on oak frames. V-bottom. Mahogany bow and stern. Includes leeboards, rudder and spritsail. Beautiful boat. \$350.

JACK USIS, Smithtown, NY (516) 265-5133.

16' ANTIQUE INBOARD LAUNCH. Carvel planked, professionally fiberglassed. Fitted with one cylinder Detroit Auto Marine water cooled engine and reversible pitch bronze propellor. Deck and interior need refinishing, boat is structurally sound. \$1200.

H.H. PAYSON, So. Thomaston, ME (207) 594-7587.

26' LAWLEY SLOOP, built in 1905 at the old Lawley yard in Quincy. Original except for stem, keel and sister ribbing, all done in oak by Crocker yard. Completely wooded in 1982 and properly painted with Interlux. Sleeps two, but is really a day sailer that commands attention. Full round cockpit seats eight to ten comfortably. Fully found, anchor, compass, full cushions, sail covers, etc. Modern Hood sails, marconi rigged with running backstays. This boat is truly a classic collector's item and sails like the classic design she is. Selling due to purchase of old schooner for restoration. Located in Marblehead harbor for inspection and trial sail if interested.

Priced to sell at \$2800 or best offer, includes cradle.

BLAKE MERRILL, Marblehead, MA. (617) 421-2249 days, (617) 631-6715 eves or weekends.

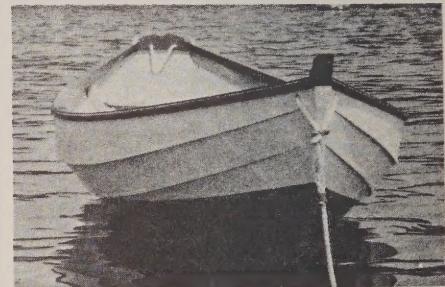
15' OLD TOWN ROUND BOTTOM WOOD BOAT, built 1902, in very good condition. Cedar plank on oak ribs, brass fastened. Takes 7-1/2' oars, or up to 10hp outboard. Carries up to four in comfort and safety. Easy rowing, one or two stations. End of season sacrifice at \$800. RALPH NOTARISTEFANO, Northport, NY (516) 757-3087.

HERRESHOF BUZZARDS BAY 14, complete hull, deck frames in place. Needs deck, cockpit, spars, rig, etc. to finish out. Built by Ken Clayton at Graves in Marblehead as part of boat building course. A small yacht built big yacht style. Too many projects, no time to finish. \$2500.

RON GINGER, Framingham, MA (617) 877-8217.

CHRIS CRAFT CONVERTIBLE TOPS to fit 1930 models 116 or 119, 28 footers. These are from loft of original Chris Craft dealer, one is a bolt on hard top, the other a bolt on roll-back top. Call for details.

MEL NELSON, Danvers, Ma. (617) 774-5105.



17' SAILING SWAMPSCOTT DORY. Pine on oak, traditional construction with 90 sq. ft. spritsail. Brand new, as seen at the Newport Wooden Boat Show. Complete with sail, spars, all rigging and one pair of 8' custom spruce oars. \$3650. Fitted trailer available.

MICHAEL PORTER, Chebeague Isl. ME (207) 846-3145.



19' CULLER SWAMPSCOTT SAILING DORY. Completed 1982, oak frames, pine planking, mahogany sheer, Sitka spars, Horizon sails. Fiberglass over plywood bottom and garboard, TMS epoxy. An excellent rowing boat and good sailer. \$4000 completely rigged.

DAVID CORNWELL, Magnolia, MA. (617) 948-7637 home, (617) 525-3792 office.



13' 6" GOOD LITTLE SKIFF, designed by Pete Culler. Makes an excellent tender or recreational rowing boat. Add the sailing rig and do it all! Brand new rowing model with one pair of custom spruce oars, \$1800. Sailing gear (centerboard and trunk, rudder, spars, sail and rigging) \$1000 additional installed.
MICHAEL PORTER, Chebeague Isl. ME (207) 846-3145.



20' SHARPIE, pine on oak, heavily built. Fastened with bronze. 156 square foot sail reefs to 115 square feet. Spruce spars. Call for test sail. \$3500.
FRED HURLEY, Winthrop, MA. (617) 846-7509.

21' ALDEN INDIAN CLASS DAYSAILER, in very good condition. Three year old dacron sails, 20' galvanized trailer. \$3500.
NED REYNOLDS, Newport, RI (401) 847-4479 or 846-4504.

THREE LAPSTRAKE WOODEN ROWING BOATS. Two are 14' x 3' 6", weigh about 80 lbs, are very fast and can be paddled or rowed. Finished bright. The third is a 13' 6" double paddle canoe, weighs about 40 lbs, includes 8' spruce double paddle and cedar backrest. I am willing to be flexible, come and look.
MATT FALCONE, Woburn, MA (617) 935-4412.

WANTED: Old mahogany runabouts such as Chris Crafts, Gar Woods, Hacker-crafts, for restoration. Also wanted are hardware, literature, pictures, models or any information relating to antique runabouts.
DAVE PEACH, Marblehead, MA (617) 631-5571.

8' DINGHY, skiff design, marine plywood. Light, stable, fastened with brass screws. Galvanized bow eye and oarlocks. Demo, three months old. Painted including bottom paint. \$325
FRED HURLEY, Winthrop, MA (617) 846-7509.

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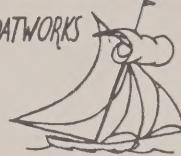
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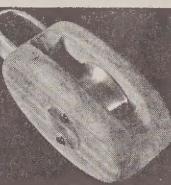


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